

UTWG Winter OPS

Tue Nov 13, 2012 10:37 am (PST). Posted by: "Jason R. Hess" iflybigrc

UTWG Crews:

The cold is upon us and as such we need to be cognizant of things that are different in the winter with our persons, planes, and vehicles.

Persons;

Do not dress thinking you will be OK with the heat provided by the plane/vehicle. Be prepared to endure the cold in the case of an emergency landing/unscheduled stop.

Have a personal survival kit appropriate for the flying/driving you will be doing.

Planes:

CAP planes should be preheated if at all possible when temperatures are cold. The planes in hangars are protected from the elements, but preheating is a good idea for them as well. Some FBO's may provide this service to you as a courtesy to CAP but do not expect it. You may have to pay for the service, and this is currently not a covered mission expense.

When using the heaters in the planes for comfort, it is a good practice to open the cold air inlet first and then applying heat as required. The heaters work really well and if there is not an offsetting cold air source, could cause damage to interior components and occupants.

Per one of our resident Cessna Owners (Capt Teerlink):

"As per the POH instructions, use of cabin heat should be to *first* pull the cabin ventilation knob all the way out, then add as much cabin heat as needed for the desired temperature. Only if the desired temp can't be obtained (not likely) should the vent control be closed. The reasoning behind this is two fold. First, it's much more effective and comfortable to have a LOT of warm air circulating in the cabin as opposed to a little very hot air. The second reason is that the hot air coming off the exhaust shroud is VERY hot, hot enough to deform and melt plastic moldings in the cabin. The SCAT ducting used for the hot air will survive just fine, but the cabin moldings and especially the static system components (condensation catch bulb, static system hoses, etc) that are very close to the hot air ducts, tend to soften and melt in the presence of excessively hot air. This same cabin hot air is used for windshield defrost. Pure hot air is capable of softening and crazing the windshield."

You must insure that any ice accumulation from overnight parking is cleared from the entire aircraft before departure.

Batteries may not be enough in cold enough weather for a start. Be aware you may need a jump if the temps are too cold.

Vehicles:

Insure that they are properly equipped for the terrain and weather you are going to be driving.

Keep fluids replenished.

Have a survival/roadside kit.

Keep extra cloths/blankets.

In the end, we must treat CAP vehicle/aircraft assets as we would if we owned them ourselves.
As tax payers, you do.

Let's be careful out there and make this winter a safe, enjoyable, effective one.

Respectfully,

Jason R. Hess, Capt., CAP
UTWG DCS/Response